

# THE ATLANTA CONSTITUTION.

VOL. XVIII.

ATLANTA, GA., SUNDAY MORNING NOVEMBER 7, 1886 SIXTEEN PAGES

PRICE FIVE CENTS

ds of the Trade

ING FOR BOYS:

RENI

IS COMPLETE

RE RIGHT!

the season in our Tailoring

in the selection of this stock.

BROS.

TAILORS,

ALL STREET.

SONS

EE FAMOUS

L WE HAVE

and there is none better.

Directors and Builders in—

CYPRESS SHINGLES.

STOVE FLUES.

PARIS

PIPE.

House, Atlanta, Ga.

S. & CO.

Atlanta, Ga.,

EMENT COMPANY.

generally that we have contracted with

are now prepared to fill orders from

Guano, Buffalo Bone Guano

direct to them.

Adopt Furman Farm Improvement Co.

LE & CO.,

Dealers in

s, Tanks Etc.

Water Works,

olies, Steam Pumps, Pipe

and Prices.

INKLE & CO.

BOX 22, ATLANTA, GA.

DED ENTHUSIASM

people. A real monument

ew Priced Clothiers.

ING TO-NIGHT.

of the past month.

OPENING

QUARTERS

future of a successful

SINESS.

Stock and pronounce it

AND CHEAP.

Youths, Boy's and Child

CLOTHING

een marked at prices con-

MBER.

Clothing in the State, and

Business on a small profit

ROTHERS

TEHALL ST.

Washington, D. C.

Cor. 7th and E. Street

## JOHN KEELY'S CLOAKS

WHY IS IT?

THAT JOHN KEELY'S CLOAK DEPARTMENT

Is crowded from Morning till Night.

THESE ARE THE REASONS WHY

John Keely's CLOAK STOCK is the largest in

the South!

John Keely's CLOAK STOCK has retained its

popularity!

John Keely's SALES of Cloaks are four times as

large as those of any other house!

John Keely is prepared to show you every kind

of a garment that you wish for!

John Keely is prepared to sell to you CHEAP-

ER than any other house in Atlanta!

John Keely NEVER FAILS to show you pro-

duciy the Cloak you wish for!

John Keely's stock and prices

offer you attractions just

now not to be met with else-

where! Good Goods, low prices.

John Keely

Is Fully Alive and Ready to Meet

the Requirements of the

Cloak Trade!

Just Received

300 SAMPLE CLOAKS!

Including English Walking Jackets!

Ladies' Short Wraps!

Ladies' Newmarkets!

Ladies' Ulsters!

Ladies' Circulars!

Ladies' Russian Circulars!

BESIDES A FEW

"PRIZE MEDAL" PLUSH

CLOAKS!

PURCHASED AT HALF PRICE!

This will be a week of

BARGAINS

—IN—

JOHN KEELY'S

CLOAK DEPARTMENT!

The "Mercantile Tourist's" Sample

Lots furnish

"TID BITS"

For the Ladies in the Way of

BARGAINS

Besides This Lot

Will Be Found in Regular Stock

Thousands,

LITERALLY THOUSANDS!

—OF—

Ladies' Short Wraps in every fabric of this

season!

Ladies' English Walking Jackets in all the

new styles of cloths, cut and trimmings.

Ladies' Newmarkets and Ulsters in entirely

new cloths and styles.

Ladies' Russian and Plain Circulars in all

new sizes and colors.

Ladies' Seal Plush, Short Wraps and Long

Coats.

Complete Cloaks, all sizes and styles, from four

to six yards size—a fine variety.

If you purchase a cloak without having first

examined this stock "YOU ERROR BE UPON

YOUR HEAD," for I have extended the

invitation to examine and compare goods and

prices.

BEWARE OF FAULT IF YOU FAIL TO DO SO

You will Find Nothing Like It

Elsewhere.

WHOLE

SALE

Whitehall St., and 8 and 10 Hunt

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Ladies' Short Wraps!







\_\_\_\_\_

**PIEDMONT AIR-LINE**  
(Richmond & Danville Railroad Company.)  
**THE POPULAR ROUTE TO ALL PORTS**  
**NORTH AND EAST**  
Double Daily Trains of Elegant Coaches run  
through without change between  
Atlanta and Washington,  
—With Pullman Buffet Sleeping Cars—  
**ATLANTA TO NEW YORK,**  
—AND—  
**MONTGOMERY TO WASHINGTON.**  
Only 18 Hours Transit Atlanta to New York  
to Richmond and Danville Railroad time one hour  
to Atlanta city time.

|                                       |   |                                  |
|---------------------------------------|---|----------------------------------|
| Schedule in effect July 5th,<br>1896. | (MALLS)<br>Express<br>No. 55.<br>2 40 A. M. | Express<br>No. 56.<br>3 00 P. M. |
| Leave Atlanta (city time)             | 2 40 A. M.                                  | 3 00 P. M.                       |

|   |            |            |
|---|------------|------------|
| Arrive Atlanta (K. & D. time).....                  | 11:40 a.m. | 6:00 p.m.  |
| Leave Atlanta.....                                  | 8:00 a.m.  | 8:00 p.m.  |
| Arrive Greenville.....                              | 12:27 p.m. | 9:52 p.m.  |
| Leave Greenville.....                               | 8:30 p.m.  | 12:35 p.m. |
| Arrive Salisbury.....                               | 11:00 a.m. | 1:00 p.m.  |
| Leave Salisbury.....                                | 8:01 p.m.  | 6:19 p.m.  |
| Arrive Greensboro.....                              | 1:00 p.m.  | 7:53 p.m.  |
| Leave Greensboro.....                               | 11:30 a.m. | 8:00 p.m.  |
| Arrive Lynchburg.....                               | 2:26 p.m.  | 12:55 p.m. |
| Leave Lynchburg.....                                | 12:56 p.m. | 8:00 p.m.  |
| Arrive Charlottesville.....                         | 1:00 p.m.  | 7:53 p.m.  |
| Leave Charlottesville.....                          | 8:30 a.m.  | 8:30 p.m.  |
| Arrive Washington.....                              | 12:00 p.m. | 7:53 p.m.  |
| Leave Washington.....                               | 10:00 a.m. | 6:20 p.m.  |
| Arrive Baltimore.....                               | 12:00 p.m. | 7:53 p.m.  |
| Leave Baltimore.....                                | 8:30 p.m.  | 6:20 p.m.  |
| Arrive New York.....                                | 10:30 p.m. | 5:40 p.m.  |
| Leave New York.....                                 | 10:30 p.m. | 5:40 p.m.  |
| Arrive Danville.....                                | 12:00 a.m. | 7:53 p.m.  |
| Leave Danville.....                                 | 11:30 a.m. | 8:00 p.m.  |
| Arrive Richmond.....                                | 7:00 a.m.  | 5:00 p.m.  |
| Leave Richmond.....                                 | 12:20 a.m. | 7:50 p.m.  |
| Arrive Norfolk.....                                 |            |            |
| Leave Norfolk.....                                  |            |            |
| Arrive Atlanta.....                                 |            | 7:40 p.m.  |
| Leave Atlanta.....                                  |            | 8:00 p.m.  |
| Arrive Spartanburg.....                             |            | 4:00 p.m.  |
| Leave Spartanburg.....                              |            | 8:00 p.m.  |
| Arrive Hendersonville.....                          |            |            |
| Leave Hendersonville.....                           |            |            |
| Arrive Asheville.....                               |            |            |
| Leave Asheville.....                                |            |            |
| <b>GAINESVILLE ACCOMMODATION.</b>                   |            |            |
| Daily except Sunday.                                |            |            |
| Arrive Atlanta (city time).....                     | 11:40 a.m. | 6:00 p.m.  |
| Leave Atlanta (city time).....                      | 8:00 a.m.  | 8:00 p.m.  |
| Arrive Greenville (city time).....                  | 12:27 p.m. | 9:52 p.m.  |
| Leave Greenville (city time).....                   | 8:30 p.m.  | 12:35 p.m. |
| Arrive Salisbury (city time).....                   | 11:00 a.m. | 1:00 p.m.  |
| Leave Salisbury (city time).....                    | 8:01 p.m.  | 6:19 p.m.  |
| Arrive Greensboro (city time).....                  | 1:00 p.m.  | 7:53 p.m.  |
| Leave Greensboro (city time).....                   | 11:30 a.m. | 8:00 p.m.  |
| Arrive Lynchburg (city time).....                   | 2:26 p.m.  | 12:55 p.m. |
| Leave Lynchburg (city time).....                    | 12:56 p.m. | 8:00 p.m.  |
| Arrive Charlottesville (city time).....             | 1:00 p.m.  | 7:53 p.m.  |
| Leave Charlottesville (city time).....              | 8:30 a.m.  | 8:30 p.m.  |
| Arrive Washington (city time).....                  | 12:00 p.m. | 7:53 p.m.  |
| Leave Washington (city time).....                   | 10:00 a.m. | 6:20 p.m.  |
| Arrive Baltimore (city time).....                   | 12:00 p.m. | 7:53 p.m.  |
| Leave Baltimore (city time).....                    | 8:30 p.m.  | 6:20 p.m.  |
| Arrive New York (city time).....                    | 10:30 p.m. | 5:40 p.m.  |
| Leave New York (city time).....                     | 10:30 p.m. | 5:40 p.m.  |
| Arrive Danville (city time).....                    | 12:00 a.m. | 7:53 p.m.  |
| Leave Danville (city time).....                     | 11:30 a.m. | 8:00 p.m.  |
| Arrive Richmond (city time).....                    | 7:00 a.m.  | 5:00 p.m.  |
| Leave Richmond (city time).....                     | 12:20 a.m. | 7:50 p.m.  |
| Arrive Norfolk (city time).....                     |            |            |
| Leave Norfolk (city time).....                      |            |            |
| <b>ATLANTA TO ATHENS VIA NORTHEASTERN RAILROAD.</b> |            |            |
| Daily except Sunday.                                |            |            |
|   | No. 50.    | No. 52.    |
| Arrive Atlanta (city time).....                     | 7:40 a.m.  | 5:20 p.m.  |
| Leave Atlanta (city time).....                      | 11:00 a.m. | 8:00 p.m.  |
| Arrive Louisville.....                              | 1:00 p.m.  | 7:53 p.m.  |
| Leave Louisville.....                               | 11:30 a.m. | 8:00 p.m.  |
| Arrive Nashville.....                               | 1:00 p.m.  | 7:53 p.m.  |
| Leave Nashville.....                                | 11:30 a.m. | 8:00 p.m.  |
| Arrive Knoxville.....                               | 1:00 p.m.  | 7:53 p.m.  |
| Leave Knoxville.....                                | 11:30 a.m. | 8:00 p.m.  |
| Arrive Chattanooga.....                             | 1:00 p.m.  | 7:53 p.m.  |
| Leave Chattanooga.....                              | 11:30 a.m. | 8:00 p.m.  |
| Arrive Atlanta.....                                 | 7:40 a.m.  | 5:20 p.m.  |
| Leave Atlanta.....                                  | 11:00 a.m. | 8:00 p.m.  |

| Daily except Sunday.      |       | No. 53.    | No. 51.   |
|---------------------------|-------|------------|-----------|
| Leave Athens (city time)  | ..... | 7 45 a.m.  | 4 25 p.m. |
| Arrive Lula               | ..... | 10 45 a.m. | 7 45 p.m. |
| Leave Atlanta (city time) | ..... | 12 30 p.m. | 9 45 p.m. |

  

|   |   |
|---|---|
| <b>H. BEERLEY</b><br>Superintendent,<br>Atlanta, Ga.      | <b>JAN L. TAYLOR</b><br>Gen'l Pass. Ag't,<br>Memphis, Tenn. |
| <b>C. W. CHARRAS</b><br>Gen'l Pass. Ag't,<br>Atlanta, Ga. | <b>G. E. SKEGANT</b><br>City Pass. Agent,<br>Atlanta, Ga.   |

  

# GEORGIA PACIFIC RY

The Short Line to Texas,  
Mississippi and Louisiana.

## Through Sleeping Car Service

(BETWEEN)

Atlanta and Irmingham, Ala.,  
Meridian, Jackson and Vicks-  
burg, Miss., Monroe, Shreve-  
port and New Orleans, La.

Commencing on Sunday Aug. 1st

The celebrated Mann Boudoir Cars will run between

**ATLANTA, GA., AND BREEKERSPORT, LA.**

Making close connections with through trains  
for all important points in TEXAS, MEXICO and  
CALIFORNIA.

|              |            |
|--------------|------------|
| W. ASHLAND   | 8 00 a.m.  |
| Birmingham   | 9 25 a.m.  |
| Meridian     | 11 31 a.m. |
| Jackson      | 1 25 a.m.  |
| Vicksburg    | 3 05 a.m.  |
| Monroe       | 4 40 a.m.  |
| Shreveport   | 6 15 a.m.  |
| Brekeersport | 8 10 a.m.  |
| Fort Worth   | 10 40 a.m. |

| NEW ORLEANS FAST MAIL AND EXPRESS. |    |       |
|------------------------------------|----|-------|
| Main Boulevard City.               |    |       |
| — ATLANTA TO NEW ORLEANS —         |    |       |
| Leave Atlanta.....                 | 4  | 40 PM |
| Arrive Birmingham.....             | 11 | 30 PM |
| Arrive Meridian.....               | 6  | 48 PM |
| Arrive Austin.....                 | 10 | 30 PM |
| Arrive Houston.....                | 9  | 30 PM |
| Arrive Galveston.....              | 12 | 30 PM |
| Arrive San Antonio.....            | 5  | 45 PM |
| Arrive Waco.....                   | 5  | 45 PM |
| Arrive San Antonio.....            | 10 | 15 PM |
| Arrive Dallas.....                 | 10 | 15 PM |
| Arrive El Paso.....                | 11 | 05 PM |

Write for rate ranges.

Take the Texas Short Line and Secure Through Sleeping Car Service connections and quick time. All trains travel from Union Depot, St. Louis.

F. WYLY, JR.,  
Gen. Agent,  
St. Louis, Mo.

W. S. SAGE, Gen'l Superintendent,  
GEO. S. BARNUM,  
Gen. Pass. Agent,  
St. Louis, Mo.

A. S. THAYER,  
Pass. Agent,  
St. Louis, Mo.

ALBANY, OR.

## THE GEORGIA RAILROAD

GEORGIA RAILROAD COMPANY,  
Agent-General Manager.

Augusta, Ga., September 15, 1898.

Commencing Sunday, 19th instant, the following  
passenger schedule will be operated:  
Trains run by 90th meridian time.

| FAST LINE.              |           |
|-------------------------|-----------|
| NO. 27 WEST-DAILY.      |           |
| Leave Augusta.....      | 7 45 A.M. |
| Arrive Washington.....  | 7 30 P.M. |
| Leave Atlanta.....      | 7 45 A.M. |
| Arrive Gainesville..... | 5 30 P.M. |
| Leave Atlanta.....      | 1 00 P.M. |
| NO. 28 EAST-DAILY.      |           |
| Leave Atlanta.....      | 8 40 A.M. |
| Arrive Gainesville..... | 7 30 P.M. |
| Leave Gainesville.....  | 7 45 A.M. |
| Arrive Washington.....  | 7 30 P.M. |
| Leave Atlanta.....      | 8 40 A.M. |

DAY PASSENGER TRAINS.

| NO. 1 EAST-DAILY. |  |
|-------------------|--|
| NO. 1 WEST-DAILY. |  |

|                  |          |                   |          |
|------------------|----------|-------------------|----------|
| ve Atlanta       | 8:20 pm  | Ar. Gainesville   | 10:00 am |
| ve Gainesville   | 8:50 pm  | Ar. Milledgeville | 10:30 am |
| ve Athens        | 9:20 pm  | Ar. Milledgeville | 10:30 am |
| ve Milledgeville | 9:45 pm  | Ar. Athens        | 10:30 am |
| ve Milledgeville | 10:15 pm | Ar. Gainesville   | 10:30 am |
| ve Athens        | 10:45 pm | Ar. Gainesville   | 10:30 pm |

**NIGHT EXPRESS AND MAIL.** NO. 8 WEST. DAY. NO. 4 EAST. DAY.

|            |         |             |         |
|------------|---------|-------------|---------|
| ve Atlanta | 8:00 am | Ar. Atlanta | 5:45 pm |
| ve Atlanta | 8:00 am | Ar. Atlanta | 5:30 am |

**COVINGTON ACCOMMODATION.** NO. 10 WEST. DAY. NO. 6 EAST. DAY.

|              |         |             |         |
|--------------|---------|-------------|---------|
| ve Atlanta   | 6:45 pm | Lve Decatur | 7:35 am |
| ve Decatur   | 7:00 pm | Ar. Atlanta | 7:50 am |
| ve Covington | 8:30 pm | Ar. Atlanta | 7:55 am |

**DECATUR TRAIN.** (Daily except Sunday)

|            |         |             |         |
|------------|---------|-------------|---------|
| ve Decatur | 9:00 am | Lve Decatur | 9:00 am |
| ve Decatur | 9:00 am | Lve Decatur | 9:00 am |

**CLARKSBURG TRAIN.**

|            |          |               |         |
|------------|----------|---------------|---------|
| ve Decatur | 12:10 pm | Lve Clarkston | 1:35 pm |
| ve Decatur | 12:42 pm | Lve Decatur   | 1:35 pm |
| ve Decatur | 12:42 pm | Lve Decatur   | 1:35 pm |

Trains Nos. 2, 4 and 8 will, if signaled, stop at regular scheduled flag station.

For connection with other lines on Sundays.

Train No. 27 will stop as and receive passengers at all flag stations.

from the following stations only: Barrens, Baring, Thompson, Norwood, Crawfordsville, Union Point, Greensboro, Macedonia, Middleboro, New Bedford, and New Bedford. These trains make close connection for all points east, southward, northward and southward, for cars, freight sleepers between Atlanta and Charleston.

Train No. 2 will stop at and receive passengers from the following stations only: Greensboro, Barrens, Baring, Thompson, Norwood, Crawfordsville, Union Point, Middleboro, New Bedford, New Bedford, and New Bedford. These trains make close connection for all points east, southward, northward and southward, for cars, freight sleepers between Atlanta and Charleston.

No. 19 stops at Union Point for supper and at Greensboro for all passengers.

W. GREEN,  
Gen'l Mgr.  
J. P. POSEY,  
Gen'l Trk. Agent.



























## CLOSING DAY.

THE WIND-UP OF THE STATE FAIR.

The awards in the Art and Needlework Departments have been made. The Grand Conquest over the Location-Air Vote-Atlanta was won by the Atlanta Fair.

MAISON, November 6.—[Special.]—Today was closing day of the state fair. The heads of department have been very busy boxing up and shipping.

Special mention is made of Col. Pearce Horns who has been superintending the fair. He has managed very well to see that everything was wound up properly. Although very quiet and unexciting, it has been a success.

Colonel Tom Lyons remained also. It is needless to say anything about him, for he is the only unique and original "lion" at the fair.

Farmer Wadley had \$25 worth of photographs taken of his grand display. Miss Patterson (colored) took a special diploma for a double footed plow. Ellis from Cartersville and his genius. He has the plow patented.

Last night the executive committee was in session until a late hour. The question of permanent location of the state fair came up and there was an excellent discussion on the subject. Judge Livingston left the chair and Judge J. H. Black, of America, presided. A new committee was appointed on permanent location, consisting of Pearce Horns, Northern, Black, Sanders and Dr. Carey. The final result was a tie vote on Atlanta. The decision has been postponed until the February meeting.

Although Macon has many natural advantages, Atlanta may get the fair after all. Judge Black was made chairman of the special committee. Torro Lyons stuck to Atlanta.

Bill Jones and his detective force kept the pickpockets in check. The Macon police have been, as ever, active and vigilant. There have been very few depredations.

Now that the fair is over, everybody agrees that we never had a finer show. Macon has, without a doubt, had the biggest fairer's fair ever held in Georgia.

Personals.

MAISON, Ga., November 6.—[Special.]—Judge A. A. Gules of Perry, returned today to his home from Atlanta, where he has been for the past few days. We are always glad to see him and welcome him to Macon.

Miss Annie Clark of Jones county and Miss Josie Clark of Atlanta, who were in the city for the fair, returned to their homes today. They were accompanied by Mr. and Mrs. C. M. Harper and daughter of Rome, Ga., who passed through the city today from Savannah, on their way home.

THE PAULINE ESCAPES.

A German Bark Violates Uncle Sam's Shipping Law.

DARIEN, Ga., November 6.—[Special.]—The German bark Pauline, just loaded at Spaulo has been taken French leave—that is she did not go through the formalities of clearance prescribed by Uncle Sam. This is or would be under different circumstances, a serious offense, but shipping laws and regulations at Spaulo seem to be very elastic, as the same vessel was in port four or five days before entering, and the laws say that a vessel must enter at the custom house forty-eight hours after arrival. The United States deputy collector was quarantined on board the Pauline, and the captain of the Pauline in consequence forced to violate an important law. It is high time that something was done to remedy this force. Darien is the place where the Pauline should enter and clear. Until she enters and clear, the reputations of this vessel will be ruined, and in the majority of cases it will take a good deal of study to discover who is to blame.

SUICIDE IN VALDOSTA.

Taylor Hunt Throws Himself Under a Moving Train.

VALDOSTA, Ga., November 6.—[Special.]—Taylor Hunt committed suicide this afternoon about three o'clock, by throwing himself under a moving freight train at the depot in this city. When he approached the train, he was noticed by a watchman, who called to him, but he seemed nothing unusual in his demeanor. He seemed as much self possessed as usual, and had doubtless fully made up his mind to do this. He was a man of about thirty years of age, and had been here for last five years a citizen of Valdosta. He had a cheerful, genial disposition, but had become a victim to alcoholism, and in the way of the worst form. For more than a year he was a sufferer and invalid, as the result of early indiscretions, and for the last few months was melancholy and despondent, and of late his mind was weak and he was a wreck both mentally and physically. The suicide was a brother of J. C. Hunt, a member of the present city council, and a most worthy citizen.

Notes from Athens.

ATHENS, Ga., November 6.—[Special.]—Today Messrs J. E. Crane and W. D. Griffin, executors of the estate of John W. Nicholson, are advertising for sale over one hundred thousand dollars worth of valuable city property at a fair price in Clarke and adjacent counties. This will be the largest sale of gilt edge real estate ever made in Athens.

The cotton business of Athens has been very active. Up to tonight the receipts have been about 20,000 bales.

Today the sheriff closed the furniture house of E. J. Maxwell, on Thomas street, at the instance of the Empire furniture and lumber company, of Nashville, to which firm he is indebted for his stock.

Arrested For Arson.

MAISON, Ga., November 6.—[Special.]—Otha Brady was arrested for arson. He is from South Carolina. He was found to have a new-cord bowie knife, and a small dagger, which was given by another prisoner, who also informed him, Brady had several files concealed about his person. They have not yet been detected.

Detective Shackelford went down to Dodge county, at the instance of Mr. John W. Coffee, to work up the perpetrators of a series of house burnings that has been going on for several years. He arrested Charlie Rogers, Jim Dixon, and Dick Strong, and they have confessed and are now in jail at Eastman.

The University Record.

ATHENS, Ga., October 6.—[Special.]—E. C. Konte, of Atlanta, was to-day elected public administrator of the University of the South. The University of the South is a new university, which is to be located in the city of Athens, and is to be a branch of the University of Georgia.

Federal Officers in South Georgia.

SAVANNAH, Ga., November 6.—[Special.]—Colonel L. M. Lewis, United States marshal for the southern district, arrived in the city today, and will be sworn into office on Monday. He has appointed Chas. A. Locke as his chief deputy.

Fire in Chiepy.

COLUMBUS, Ga., November 6.—[Special.]—A fire broke out in the warehouse of T. F. Hunt at Chiepy last night, and badly damaged eleven bales of cotton, before it could be extinguished. The loss is fully covered by insurance. The origin of the fire is unknown.

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## RIOT IN SHELLMAN.

One Man Dead and Another Dying—The Cause of the Tragedy.

COLUMBUS, Ga., November 6.—[Special.]—Shellman, familiarly known as Ward's station, in this county, was to-day the scene of a deadly riot, in which the lives of several of the best citizens of that place in which they particularly succeeded, and in which one of their number was shot dead on the spot. Mr. George Oliver, one of the best citizens in the place, is postmaster, express agent, and telegraph operator in which he is assisted by his son, Joe, a young man just attaining to manhood.

Yesterday a negro girl named Francis Coleman went to the depot to look after a box. While there she took offense at something, and returning home a distance of half a mile from the station, reported the matter to her brothers, two young bucks, who at once determined to seek the wounded dignity of their father, an old negro, and on this morning with sticks and knives, they repaired to the depot and seeking out Joe Oliver at an opportune time, set upon him, suddenly plunging a knife into his throat, which did his deadly work well. A line from ear to ear, from which the blood shot forth high told that death was near by if not present. When they had accomplished their diabolical deed, they fled, leaving the body of the victim lying on the ground. They at once gave pursuit and were not long in overtaking the young demons at Flat or near their home. There they seized the father, man with a musket, handed it to one of his sons and commanded him to shoot. He did so, and at the crack of the gun Joe Oliver fell from his horse. The negro, the instigator of the riot, by way of reward, seized the musket and clubbed him over the head, completely shattering the stock of the gun and crushing in the skull of Mr. Oliver. The effect of the blow was to shatter his left arm from the elbow up to the shoulder, and at latest report physicians are preparing to take it off.

When Mr. Oliver was shot from his horse, one of the negro men was shot dead in his tracks. One escaped into the woods and it is said was lost by the pursuing party. The third negro man, the girl and the old woman, were taken to this place this evening, by a guard. Their cases will be investigated Monday. In the meantime Judge Clarke has ordered a heavy guard to be placed around the jail, day and night, by way of precaution. An outraged public might attempt to take the law in hand. It is thought young Oliver will die, while Jesse is in a precarious condition.

The people have been humbugged long enough, but now they have Salvation Oil.

Supreme Court of Georgia—October Term, 1886.

Order of circuits with the number of cases remaining undisposed of:

Atlantic Circuit: 9. Middle Circuit: 12. Southern Circuit: 15. Western Circuit: 18. Eastern Circuit: 21. Northern Circuit: 24. Central Circuit: 27. Southwestern Circuit: 30. Northwestern Circuit: 33. Eastern Circuit: 36. Southern Circuit: 39. Western Circuit: 42. Atlantic Circuit: 45. Middle Circuit: 48. Southern Circuit: 51. Western Circuit: 54. Eastern Circuit: 57. Northern Circuit: 60. Central Circuit: 63. Southwestern Circuit: 66. Northwestern Circuit: 69. Eastern Circuit: 72. Southern Circuit: 75. Western Circuit: 78. Atlantic Circuit: 81. Middle Circuit: 84. Southern Circuit: 87. Western Circuit: 90. Eastern Circuit: 93. Northern Circuit: 96. Central Circuit: 99. Southwestern Circuit: 102. Northwestern Circuit: 105. Eastern Circuit: 108. Southern Circuit: 111. Western Circuit: 114. Atlantic Circuit: 117. Middle Circuit: 120. Southern Circuit: 123. Western Circuit: 126. Eastern Circuit: 129. Northern Circuit: 132. Central Circuit: 135. Southwestern Circuit: 138. Northwestern Circuit: 141. Eastern Circuit: 144. Southern Circuit: 147. Western Circuit: 150. Atlantic Circuit: 153. Middle Circuit: 156. Southern Circuit: 159. Western Circuit: 162. Eastern Circuit: 165. Northern Circuit: 168. Central Circuit: 171. Southwestern Circuit: 174. Northwestern Circuit: 177. Eastern Circuit: 180. Southern Circuit: 183. Western Circuit: 186. Atlantic Circuit: 189. Middle Circuit: 192. Southern Circuit: 195. Western Circuit: 198. Eastern Circuit: 201. Northern Circuit: 204. Central Circuit: 207. Southwestern Circuit: 210. Northwestern Circuit: 213. Eastern Circuit: 216. Southern Circuit: 219. Western Circuit: 222. Atlantic Circuit: 225. Middle Circuit: 228. Southern Circuit: 231. Western Circuit: 234. Eastern Circuit: 237. Northern Circuit: 240. Central Circuit: 243. Southwestern Circuit: 246. Northwestern Circuit: 249. Eastern Circuit: 252. Southern Circuit: 255. Western Circuit: 258. Atlantic Circuit: 261. Middle Circuit: 264. Southern Circuit: 267. Western Circuit: 270. Eastern Circuit: 273. Northern Circuit: 276. Central Circuit: 279. Southwestern Circuit: 282. Northwestern Circuit: 285. Eastern Circuit: 288. Southern Circuit: 291. Western Circuit: 294. Atlantic Circuit: 297. Middle Circuit: 300. Southern Circuit: 303. Western Circuit: 306. Eastern Circuit: 309. Northern Circuit: 312. Central Circuit: 315. Southwestern Circuit: 318. Northwestern Circuit: 321. Eastern Circuit: 324. Southern Circuit: 327. Western Circuit: 330. Atlantic Circuit: 333. Middle Circuit: 336. Southern Circuit: 339. Western Circuit: 342. Eastern Circuit: 345. Northern Circuit: 348. Central Circuit: 351. Southwestern Circuit: 354. Northwestern Circuit: 357. Eastern Circuit: 360. Southern Circuit: 363. Western Circuit: 366. Atlantic Circuit: 369. Middle Circuit: 372. Southern Circuit: 375. Western Circuit: 378. Eastern Circuit: 381. Northern Circuit: 384. Central Circuit: 387. Southwestern Circuit: 390. Northwestern Circuit: 393. Eastern Circuit: 396. Southern Circuit: 399. Western Circuit: 402. Atlantic Circuit: 405. Middle Circuit: 408. Southern Circuit: 411. Western Circuit: 414. Eastern Circuit: 417. Northern Circuit: 420. Central Circuit: 423. Southwestern Circuit: 426. Northwestern Circuit: 429. Eastern Circuit: 432. Southern Circuit: 435. Western Circuit: 438. Atlantic Circuit: 441. Middle Circuit: 444. Southern Circuit: 447. Western Circuit: 450. Eastern Circuit: 453. Northern Circuit: 456. Central Circuit: 459. Southwestern Circuit: 462. Northwestern Circuit: 465. Eastern Circuit: 468. Southern Circuit: 471. Western Circuit: 474. Atlantic Circuit: 477. Middle Circuit: 480. Southern Circuit: 483. Western Circuit: 486. Eastern Circuit: 489. Northern Circuit: 492. Central Circuit: 495. Southwestern Circuit: 498. Northwestern Circuit: 501. Eastern Circuit: 504. Southern Circuit: 507. Western Circuit: 510. Atlantic Circuit: 513. Middle Circuit: 516. Southern Circuit: 519. Western Circuit: 522. Eastern Circuit: 525. Northern Circuit: 528. Central Circuit: 531. Southwestern Circuit: 534. Northwestern Circuit: 537. Eastern Circuit: 540. Southern Circuit: 543. Western Circuit: 546. Atlantic Circuit: 549. Middle Circuit: 552. Southern Circuit: 555. Western Circuit: 558. Eastern Circuit: 561. Northern Circuit: 564. Central Circuit: 567. Southwestern Circuit: 570. Northwestern Circuit: 573. Eastern Circuit: 576. Southern Circuit: 579. Western Circuit: 582. Atlantic Circuit: 585. Middle Circuit: 588. Southern Circuit: 591. Western Circuit: 594. Eastern Circuit: 597. Northern Circuit: 600. Central Circuit: 603. Southwestern Circuit: 606. Northwestern Circuit: 609. Eastern Circuit: 612. Southern Circuit: 615. Western Circuit: 618. Atlantic Circuit: 621. Middle Circuit: 624. Southern Circuit: 627. Western Circuit: 630. Eastern Circuit: 633. Northern Circuit: 636. Central Circuit: 639. Southwestern Circuit: 642. Northwestern Circuit: 645. Eastern Circuit: 648. Southern Circuit: 651. Western Circuit: 654. Atlantic Circuit: 657. Middle Circuit: 660. Southern Circuit: 663. Western Circuit: 666. Eastern Circuit: 669. Northern Circuit: 672. Central Circuit: 675. Southwestern Circuit: 678. Northwestern Circuit: 681. Eastern Circuit: 684. Southern Circuit: 687. Western Circuit: 690. Atlantic Circuit: 693. Middle Circuit: 696. Southern Circuit: 699. Western Circuit: 702. Eastern Circuit: 705. Northern Circuit: 708. Central Circuit: 711. Southwestern Circuit: 714. Northwestern Circuit: 717. Eastern Circuit: 720. Southern Circuit: 723. Western Circuit: 726. Atlantic Circuit: 729. Middle Circuit: 732. Southern Circuit: 735. Western Circuit: 738. Eastern Circuit: 741. Northern Circuit: 744. Central Circuit: 747. Southwestern Circuit: 750. Northwestern Circuit: 753. Eastern Circuit: 756. Southern Circuit: 759. Western Circuit: 762. Atlantic Circuit: 765. Middle Circuit: 768. Southern Circuit: 771. Western Circuit: 774. Eastern Circuit: 777. Northern Circuit: 780. Central Circuit: 783. Southwestern Circuit: 786. Northwestern Circuit: 789. Eastern Circuit: 792. Southern Circuit: 795. Western Circuit: 798. Atlantic Circuit: 801. Middle Circuit: 804. Southern Circuit: 807. Western Circuit: 810. Eastern Circuit: 813. Northern Circuit: 816. Central Circuit: 819. Southwestern Circuit: 822. Northwestern Circuit: 825. Eastern Circuit: 828. Southern Circuit: 831. Western Circuit: 834. Atlantic Circuit: 837. Middle Circuit: 840. Southern Circuit: 843. Western Circuit: 846. Eastern Circuit: 849. Northern Circuit: 852. Central Circuit: 855. Southwestern Circuit: 858. Northwestern Circuit: 861. Eastern Circuit: 864. Southern Circuit: 867. Western Circuit: 870. Atlantic Circuit: 873. Middle Circuit: 876. Southern Circuit: 879. Western Circuit: 882. Eastern Circuit: 885. Northern Circuit: 888. Central Circuit: 891. Southwestern Circuit: 894. Northwestern Circuit: 897. Eastern Circuit: 900. Southern Circuit: 903. Western Circuit: 906. Atlantic Circuit: 909. Middle Circuit: 912. Southern Circuit: 915. Western Circuit: 918. Eastern Circuit: 921. Northern Circuit: 924. Central Circuit: 927. Southwestern Circuit: 930. Northwestern Circuit: 933. Eastern Circuit: 936. Southern Circuit: 939. Western Circuit: 942. Atlantic Circuit: 945. Middle Circuit: 948. Southern Circuit: 951. Western Circuit: 954. Eastern Circuit: 957. Northern Circuit: 960. Central Circuit: 963. Southwestern Circuit: 966. Northwestern Circuit: 969. Eastern Circuit: 972. Southern Circuit: 975. Western Circuit: 978. Atlantic Circuit: 981. Middle Circuit: 984. Southern Circuit: 987. Western Circuit: 990. Eastern Circuit: 993. Northern Circuit: 996. Central Circuit: 999. Southwestern Circuit: 1002. Northwestern Circuit: 1005. Eastern Circuit: 1008. Southern Circuit: 1011. Western Circuit: 1014. Atlantic Circuit: 1017. Middle Circuit: 1020. Southern Circuit: 1023. Western Circuit: 1026. Eastern Circuit: 1029. Northern Circuit: 1032. Central Circuit: 1035. Southwestern Circuit: 1038. 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Southwestern Circuit: 1902. Northwestern Circuit: 1905. Eastern Circuit: 1908. Southern Circuit: 1911. Western Circuit: 1914. Atlantic Circuit: 1917. Middle Circuit: 1920. Southern Circuit: 1923. Western Circuit: 1926. Eastern Circuit: 1929. Northern Circuit: 1932. Central Circuit: 1935. Southwestern Circuit: 1938. Northwestern Circuit: 1941. Eastern Circuit: 1944. Southern Circuit: 1947. Western Circuit: 1950. Atlantic Circuit: 1953. Middle Circuit: 1956. Southern Circuit: 1959. Western Circuit: 1962. Eastern Circuit: 1965. Northern Circuit: 1968. Central Circuit: 1971. Southwestern Circuit: 1974. Northwestern Circuit: 1977. Eastern Circuit: 1980. Southern Circuit: 1983. Western Circuit: 1986. Atlantic Circuit: 1989. Middle Circuit: 1992. Southern Circuit: 1995. Western Circuit: 1998. Eastern Circuit: 2001. Northern Circuit: 2004. Central Circuit: 2007. Southwestern Circuit: 2010. Northwestern Circuit: 2013. Eastern Circuit: 2016. Southern Circuit: 2019. Western Circuit: 2022. 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